

HAUGHT IN A NAME, Shakespeare Was of This Opinion, But National Guardsmen Don't Agree with the Poet.

THE BOYS-ARE GREATLY EXCITED Because Their Camp at Arnold's Has Been Named After a New-Found Town Site Thereabouts.

HOW LAND OWNERS SHOULD ADVERTISE Town Lot Owners May Give Away a Box of Soldiers to Every Purchaser.

The real estate agent is generally considered an adept in the art of advertising his wares. He has to sell what hundreds of others can duplicate any day in the week. Therefore he leaves nothing that will attract the attention of the public to his property. But it remained for a local company to distance all the other boomers of town lots in effecting the biggest advertisement of the day.

Acting Assistant Adjutant General George C. Hamilton, by order of Brigadier General John A. Wiley, has issued general order No. 5 relating to the encampment. Paragraph 1 says "the brigade shall encamp at Arnold's station, on the Allegheny Valley Railroad, from August 8 to 15, both inclusive. The encampment will be known as Camp Kensington."

The Guardsmen Unusually Excited. Acting Assistant Adjutant General George C. Hamilton, by order of Brigadier General John A. Wiley, has issued general order No. 5 relating to the encampment.

Advertisement of the Land Company. The location is pointed out as being near this city, and old guardsmen say that, as a matter of experience, regiments do not muster in great strength in camp close to the city.

The location of the brigade camp is the subject of much discussion. It is the practice for the brigade commander and his staff to visit various grounds, and that selected is the one to be used. In this case General Wiley is the one to be consulted.

The Arnold Site Suitable. "The site at Arnold's station," he said, "was selected because it appeared to General Wiley and the officers he consulted to be the most desirable ground for the camp. It is in the first place, the ground at Arnold's is more level and much larger than the Ellwood site, and the latter being rough and uneven, while it is not so convenient as a parade ground as Arnold's. In addition to this the Allegheny Valley Railroad, which is a great advantage, is greater than those held out to them at Ellwood. For instance, every company encamped will have 1,000 feet of lumber for their own use, and the ground is as well as 1,000 feet for headquarters. Each company will also be provided by the railroad company with 100 pounds of ice every day. These are advantages which the Guard has never yet been granted to such a degree, and will be properly appreciated by every guardsman. The amount of ground to be used is 100 acres, \$1,000 to the farmer who owns a portion of the ground required for its use, and this is the spot that has been selected for the Guards' headquarters. The ground is in every way most suitable for a camp, and I think that it will be so generally agreed."

Mr. Powderly Thinks the Industrial Conference Necessary. General Master Workman Powderly, of the Knights of Labor, has issued a special circular to the organization, declaring the convention that was called some time ago for July 29. The purpose of the convention was to formulate a platform and principles to be voted on at the polls, but since the date was fixed the Cincinnati conference of agricultural and industrial organizations took place, thus rendering a further meeting unnecessary.

Industrial Notes. CHAMBERSBURG is to have a new shoe factory. A TOOTHPIECE factory was started at Bradford Saturday. THE POTTERS' Supply Company's new works at East Liverpool are nearing completion.

More Popular Every Sunday. Schenley Park a Boon That Is Thoroughly Appreciated by Many Citizens. Schenley Park is becoming a household word now. Everyone who pronounces it the same way, but everybody knows what it means, and where it is, and what a boon to the house-hold and hard-working mechanic and his better-half and little ones Mrs. Schenley's paternal meadows are to the people. Fifteen thousand of the community were carried out to the park yesterday, and rested quietly in the shady woods, or sunbathed easily through the Humber valleys in peaceful cogitation with nature.

MEASURES OF SAFETY. Two-Important Municipal Matters to Be Settled the Present Week. FIRE AND TRACTION ORDINANCES. Chief Brown Comments on Rules for Government of Street Cars. SNAP SHOTS AT A CITY'S HAPPENINGS

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Another question to be acted upon is that of the new street ordinance. The ordinance requires cars to stop before crossing intersecting lines and providing for licensing each car are now in the hands of the Public Safety Committee. That body will meet before the week is over to take action on them, as a speedy settlement of the matter is necessary. While the ordinance will be somewhat modified by the committee the important part will remain unchanged and Councils will act on them at a special meeting before very long. Chief Brown's plan is a very decided one. He insists that all cars must stop before crossing and will make an especially strenuous effort to have that feature go through.

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MEASURES OF SAFETY. Two-Important Municipal Matters to Be Settled the Present Week. FIRE AND TRACTION ORDINANCES. Chief Brown Comments on Rules for Government of Street Cars. SNAP SHOTS AT A CITY'S HAPPENINGS

Those in charge of the city government will have two very important matters to consider this week. On the result of their action depend several enactments directly relevant to public safety, and in which every citizen of Pittsburgh is more or less concerned. To-morrow morning at 10 o'clock the members of the Board of Fire Underwriters will meet in Mayor Gourley's office to discuss the various features of the new ordinance for the Fire Bureau. The ordinance passed Councils Thursday last and only awaits the signature of the Mayor to become a law. The meeting has been arranged in accordance with the wish of the underwriters expressed to Chief Brown, of the Department of Public Safety. The underwriters, representing over \$5,000,000 in capital, felt that the great insurance interests of the city should be given a voice in the new ordinance for the Fire Bureau. A woe or two on an ordinance providing for such radical changes in the fire-fighting equipments of the city. They felt that any objections they might have to the measure should and would receive attentive consideration from the officials. For this reason they asked a conference.

Mayor Gourley said yesterday he was glad they should be heard on the matter, since their opinions on such questions would be of great assistance to him in making a decision on the ordinance. Chief Brown will be present at the conference and explain the necessity of having additional facilities for overcoming fire.

It is not thought likely that underwriters will have any serious objections to the ordinance. The bill, as explained by Chief Brown yesterday, provides for just about what the underwriters have been asking. In a recent letter to Chief Brown they advocated the purchase of a fire boat and water tower, more engines and the employment of an additional number of firemen, as well as an efficient head for the bureau. All these the ordinance provides for. Having such a high opinion of the judgment of the underwriters, Mayor Gourley will doubtless sign the ordinance if they agree to it. The ordinance will take effect when the man who is to fill the position of Chief Engineer.

Another question to be acted upon is that of the new street ordinance. The ordinance requires cars to stop before crossing intersecting lines and providing for licensing each car are now in the hands of the Public Safety Committee. That body will meet before the week is over to take action on them, as a speedy settlement of the matter is necessary. While the ordinance will be somewhat modified by the committee the important part will remain unchanged and Councils will act on them at a special meeting before very long. Chief Brown's plan is a very decided one. He insists that all cars must stop before crossing and will make an especially strenuous effort to have that feature go through.

Necessity of the Greatest Caution. "I have become absolutely essential to the public safety," said the Chief yesterday, "that all rapid transit cars come to a stop at dangerous corners. Imagine a corner where 1,800 cars pass during the day. Such is the case at Wood street and Sixth avenue. Anybody can see the necessity of having these cars stop before crossing each other's lines. We have many such corners. Out in the East End there are no corners where the cars stop before crossing, and a higher rate of speed is maintained, making them equally dangerous. One place I know of often has four cars all going in the same direction, and meeting at the corner almost together. It would be an exceptionally clear-headed cornerman who, while all the cars were running toward him, would be able to get them all safely past and had first right to the crossing. If they all would stop within a short distance of the corner it would be an easy task for him to get them all safely past."

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